

What Is Claimed Is:

1. A method for the rollover stabilization of a vehicle in critical driving situations, where different driving-condition variables (a_y , day/dt , P) are measured by a sensor system (2, 6), and, using an actuator (3, 9, 10), a rollover-stabilization algorithm (4, 5) intervenes in the vehicle operation in a situation critical to rollover, in order to stabilize the vehicle, wherein information, which relates to the rollover tendency ($K1$) of the vehicle and is taken into account in the scope of rollover stabilization, is estimated from the relationship between a steering variable (Lw) and a roll variable (W).
2. The method as recited in Claim 1, wherein an indicator variable (S), with the aid of which a stabilization action is enabled or deactivated, or a characteristic property or variable of the rollover-stabilization algorithm (4, 5), is ascertained as a function of the rollover tendency ($K1$).
3. The method as recited in Claim 1, wherein the steering variable includes a steering angle (Lw) or a steering speed (dLw/dt).
4. The method as recited in Claim 1, wherein the roll variable (W) includes the contact patch forces of the wheels, the compression travel, the vertical acceleration, or the roll angle, or variables derived from them, such as the roll rate.
5. As recited in one of the preceding claims, wherein a control threshold of the rollover-stabilization algorithm (4, 5), a control deviation, or a controlled variable of the algorithm (5) is changed as a function of the rollover tendency ($K1$).
6. The method as recited in Claim 1, wherein a rollover indicator ($K1$), which indicates the rollover tendency of the vehicle, is ascertained from the steering variable (Lw) and the roll variable (W).
7. The method as recited in Claim 5, wherein the rollover indicator ($K1$) is determined by fuzzy-information processing unit (8).

8. The method as recited in Claim 7,
wherein the rollover indicator (K3) is weighted by a weighting function (V), which indicates the quality of the estimation of the rollover indicator (K3).

9. A vehicle-dynamics control system for the rollover stabilization of a vehicle in critical driving situations, comprising a control unit (1) in which a rollover-stabilization algorithm (4, 5) is stored, a sensor system (2) for measuring current, actual values (a_y , day/dt , P) of the control system, and an actuator (3) for executing a stabilization action,
wherein a sensor system (6) for ascertaining a roll variable (W) and a sensor system (2) for determining a steering variable (L_w) are provided, and a device (8) is provided, which estimates a rollover tendency (K1) of the vehicle from the steering and the roll variable (W), the rollover tendency being taken into account in the scope of rollover stabilization.

10. The vehicle-dynamics control system as recited in Claim 9,
wherein the control unit (1) ascertains an indicator variable (S), with the aid of which a stabilization action is enabled or deactivated, or a characteristic property or variable of the rollover-stabilization algorithm (4, 5), as a function of the rollover tendency (K1).

11. The vehicle-dynamics control system as recited in Claim 9 or 10,
wherein the sensor system (6) includes a roll-rate sensor for ascertaining a roll variable (W).